

60th Anniversary ~ 1936 - 1996

CINDERS



OCTOBER 1996

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Volume 57 Newsletter of the Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, OCTOBER 18, 1996

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south
of Market East Station)

Dinner at 6:15 PM (\$19.50 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut
Street east of 10th (\$5.00 after 6 PM)

Our October 18 meeting will feature "Metroliner Retrospective", presented by Robert B. Watson, who served as Coordinator of the Northeast Corridor Demonstration Project for the Pennsylvania Railroad and Penn Central. Mr. Watson, a third-generation, Altoona-born railroader, started with the PRR in 1951 and stayed with the railroad and successor Penn Central through 1972. He today works with LTK Engineering Services, where he is currently involved with the commuter rail programs of Dallas and Los Angeles. We encourage you to come and hear all about the Metroliners and their development, a program that should prove most educational.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, OCTOBER 15, 1996 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Looking ahead, our November 15 program will feature our annual railroadiana auction. Start going through your collection and bring material for your fellow members to purchase, while benefiting the chapter.

VOLUNTEERS NEEDED FOR CHAPTER SALES TABLES

With several railroadiana shows scheduled for this fall in the Philadelphia area, members are needed to staff the Chapter's sales tables. Volunteers able to work a full day, or even part of a day, are welcome. They will receive free admission and time to circulate around the shows.

With the Chapter's large membership, it should be possible to secure four to five volunteers for each event. If no one comes forward, we will be forced to cancel and forego the needed revenue. These shows are also excellent opportunities for attracting new members. Sales Chairman Harry Garforth has been obliged to resign after two years of service because of job demands, but will be available to assist at some shows. A new chairperson is needed.

The first event will be Greenberg's Show at Pennsauken on November 9-10, followed by the Chalfont Boro PBA show at Doylestown on November 16 and the Greenberg's Fort Washington show December 14-15. Volunteers should telephone President Doug Watts at 610-259-4226, leaving a message on his answering machine.

Remember, YOU are needed!

GENUARDI TAPES CAMPAIGN PAYING OFF

The Chapter's campaign to collect and redeem cash register tapes from Genuardi Markets is bringing in significant revenue. To date, more than \$15,000 worth of tapes has been sent in by members, which will result in \$150 for the Chapter. Genuardi's refunds one percent of the sales amount to non-profit groups.

The Chapter thanks all those who have diligently contributed tapes, and urges all members to save their Genuardi tapes for redemption by the Chapter. Marie Eastwood is handling the campaign, and tapes may be given to her at Chapter meetings or mailed to: P. O. Box 353, Huntingdon Valley, PA 19006-0353.

PHILADELPHIA CHAPTER, NRHS, Inc.
Post Office Box 7302, Philadelphia, PA 19101-7302

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.50 per person), Meeting 7:30 PM.

CHAPTER OFFICERS

President.....Douglas W. Watts (610) 259-4226
Senior Vice President.....Leslie J. Dean (610) 586-7294
Vice President & Treasurer.....William M. Gardiner (215) 632-7016
Secretary.....Marie K. Eastwood (215) 947-5769
National Director.....Frank G. Tatnall, Jr. (610) 828-0706
Historian.....Larry A. DeYoung (908) 788-7895
Editor.....R. L. Eastwood, Jr. (215) 947-5769

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

COMMITTEE CHAIRS

Equipment and Trip.....Michael F. Hopkins (717) 355-2035
Equipment Volunteer Coordinator.....Robert F. Morris (610) 543-8010
Membership.....Sheila A. Dorr (610) 642-2830
Program.....Leslie J. Dean (610) 586-7294
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Sales.....Harry Garforth, Jr. (215) 671-0983

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

WANTED: RAILROAD EMPLOYEE MEMBERS

NRHS National is compiling a list of members who currently work for a railroad, or formerly worked in the railroad industry. This data may be used for a future study, but all information will remain confidential unless prior written approval is given by the member.

Those who qualify are asked to send a note or postcard listing name, employer (s) and position (s) of employment to:

Dick Davis
Vice President-Public Relations
P. O. Box 278
Strasburg, PA 17579-0278

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

These recent changes and additions should be made to the motive power rosters of shortline railroads, as published in the August and September issues of Cinders:

BELVIDERE & DELAWARE RIVER RAILROAD (BDRV), Milford, NJ

Delete 556 RDC-1 (transferred to Morristown & Erie)

BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ

Add	19	B-B	VO-1000	D/E	BLW	1945	Former U.S. Navy 19 (Note 3)
Add	418	B-B	F7A	D/E	EMD	1949	Former NJ Transit 418 (Note 3)
Add	5681	B-B	GP7	D/E	EMD	1952	Former NJT 5681 (Note 3)
Add	5902	B-B	GP7	D/E	EMD	1952	Former NJT 5902 (Note 3)
Add	7000	B-B	GP9	D/E	EMD	1955	Former NJT 7000 (Note 3)

Note 3: Owned by United Railroad Historical Society

EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ

Delete	18	65-ton (traded to Conrail)					
Add	8634	B-B	SW900	D/E	EMD	1955	Former Conrail 8634

EAST PENN RAILWAYS (EPRY), East Greenville, PA

Change	44	50-ton (renumbered from 4/New York Dock 55) (Note)					
Add	7554	B-B	GP10	D/E	EMD	1956	Former Conrail 7554

Note: Unit based at Kutztown, PA

JUNIATA TERMINAL (JTFS), Philadelphia, PA

Add	7583	B-B	GP10	D/E	EMD	1959	Former Conrail 7583
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MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA

Add	1733-1735	B-B	GP16	D/E	EMD	1956	Former CSX 1733, 1734, 1735
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MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ

Add	556	Railcar	RDC-1	D/M	Budd	1956	Jersey Central 556 (Note 2)
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Note 2: Owned by United Railroad Historical Society

ABBREVIATIONS

D/E - Diesel-electric	BLW - Baldwin Locomotive Works
D/M - Diesel-mechanical	EMD - Electro-Motive Division, General Motors Corp.

CHAPTER MEMBERS AWARDED NRHS SERVICE PINS

Two Philadelphia Chapter members have been awarded the prestigious gold pins to recognize 50 years of continuous service to NRHS. They are Edward P. Haines and Samuel L. James.

Six members have received the sterling silver pins for 25 years of service. They are: Thomas Coval, Marie K. Eastwood, John B. Koelle, David J. Mears, Harvey Seligsohn and Neil Weinberg.

The Chapter congratulates these faithful members on reaching the 50 and 25-year milestones.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Remember all that talk about the proposed cuts in SEPTA's "Service Restructuring Program"? Well, most of these cuts were recommended by Hearing Examiner Edward Huss and the plan came before the SEPTA board on September 19 for a decision. What happened? Not much. The politically-sensitive board decided not to decide, putting off any action indefinitely. Thus came true the earlier prediction of Board Member Robert Wooten, the Governor's representative, that few if any of the cuts would actually occur, and that the board would have to look elsewhere for the \$3 million in savings that SEPTA needs.

At the boisterous public meeting on Thursday the 19th, scores of Lower Merion and Wynnefield residents--plus several politicians--turned out to protest the planned termination of rail service on the R6 Cynwyd line. SEPTA said the six remaining weekday trains carry a total of only 127 riders per day by its own count (or 200-plus by the protesters' count). This translates into a frightening subsidy of \$34 per passenger as compared with \$4.76 for the Railroad Division as a whole. The other major group of dissidents at the meeting came from Cheyney University in Delaware County, who vocally opposed the discontinuance of Route 120 bus service between 69th Street and the campus. The board's failure to act also spared--for now--the R5 rail service to Parkesburg and Coatesville and the half-hourly midday service on R8 Chestnut Hill West. Numerous bus cutbacks, most notably the elimination of evening service on Route 55 Olney-Doylestown, were also placed in abeyance.....It's hard to believe, but SEPTA is now considering added service to Cynwyd!



Two days later, the Inquirer began its lead editorial with the following headline: "The SEPTA board must now live with the uneasy consequences of its actions and inaction." The newspaper charged that the "15 members of the SEPTA board, hands allegedly on the rudder, couldn't muster the courage to cut \$3 million from the transit agency's budget...Because people were yelling

at them, they trembled to eliminate train and bus lines that don't attract enough daily riders to continue in tight budgetary times." The board helped create the problem, the Inquirer said, "by failing to make much of an effort to oppose damaging cuts in SEPTA's state aid." On top of this, Wallace Nunn of Delaware County, "SEPTA's newest board member and a vociferous critic who has vowed to crack down on spending, ended up leaving Thursday's meeting early..." The editorial suggested that protesting riders, "after they're done raising hell at SEPTA meetings and over the FAX machines of local pols, (should) raise some hell in Harrisburg." (It was noted that several Philadelphia City Council members and suburban State legislators, as well as county and township officials, weighed in on the side of their constituents.) The newspaper also decried the seemingly forced retirement of General Manager Louis Gambaccini, who as "Pennsylvania's most credible and ardent advocate of mass transit is headed for the sidelines." SEPTA "now faces a vacuum of leadership" and "the SEPTA board invited grave doubt that it's capable of filling it."

Another of SEPTA's Regional Rail lines threatened with a cutback was the R2 Wilmington operation, targeted for elimination south of Marcus Hook (see September Cinders). But a few days before the September 30 deadline SEPTA and the State of Delaware agreed to a one-month extension while they hammer out a final contract. The new agreement would provide not only for higher subsidy payments from DeIDOT but also for additional liability coverage in Delaware, where SEPTA is beyond the protection of Pennsylvania law. To resolve another contentious issue, SEPTA agreed to begin planning for a service extension to Newark, DE.....Construction began last summer on a new 1,600-space park-and-ride lot adjacent to SEPTA's R7 station at Cornwells Heights, Bucks County. The \$15.5-million lot is part of PennDOT's program to reduce congestion on Interstate 95 when that artery is partially rebuilt over the next few years. I-95 traffic was detoured several nights last month as steelwork was installed for the ramps serving the new lot.

The long-running contract dispute between SEPTA and the Brotherhood of Locomotive Engineers may be winding down. Both sides will submit their best offers to a Presidential Emergency Board, whose decision could trigger the countdown to a strike, possibly by early next spring.....The Railroad Division has eliminated its Center City Region following the recent retirement of Chief Officer Joseph Heilman. Responsibilities have been split between Northeast Corridor Chief Officer Rich Hanratty, who now manages the stations, and Lisa Mancini of the SEPTA Region who takes charge of the operations center.....SEPTA has awarded two three-year contracts for ticket sales and services on the Railroad Division. Blue Ribbon Vending will be paid \$4.4 million and Edens Corp. \$8.3 million.

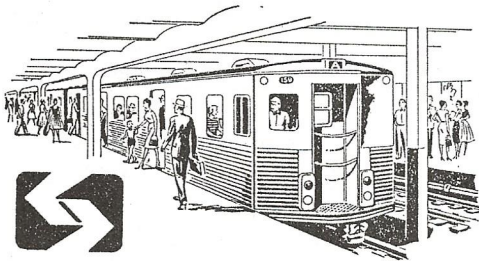
A devastating storm swept across a narrow section of eastern Montgomery County on Sunday afternoon, September 8, flooding hundreds of homes and businesses and disrupting service on three SEPTA lines. All service north of "Newtown Junction" was suspended at 6:30 PM, pending inspection of the tracks and bridges. Minor washouts were repaired on the Mainline and by the next morning R5 Lansdale and R3 West Trenton service was resumed, with delays. But the Warminster Line was shut down for two days while SEPTA worked to fill an eight-foot-deep washout just north of Ardsley station, and another, much smaller, hole near Roslyn. These stations were in the hardest-hit area, where an estimated ten inches of rain fell in less than two hours. The #2 track south of Roslyn was reopened on Tuesday morning, and the #1 track at 3:15 that afternoon.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

The Railroad Division suffered twin disruptions during the afternoon rush on August 29, which SEPTA attributed to "Murphy's Law" in a seat flyer the next day. An overhead wire on the R3 West Chester Line snapped at 5 PM near 49th Street station and became entangled in a pantograph, knocking out traction and signal power on the entire line. Even worse was a catenary failure at 5:30 near Elkins Park station, which halted all R1, R2, R3 and R5 service through the area for nearly two hours. These two outages caused systemwide delays, illustrating the fragility of the 60-year-old power system.....Trenton-bound train #741 derailed its rear car just as it pulled out of 30th Street Station at 4 PM on August 30. There were no injuries, and suspicion centered on a newly-repaired switch leading into Powelton yard.....Minor delays were caused in August and September as SEPTA replaced the Mainline bridges over 10th Street in Olney. Fortunately, there are three tracks, allowing the #0 and #2 tracks to be alternately taken out of service.

With the closure of Paoli yard in August, the legendary "Paoli Local" of Pennsy fame passed into history. SEPTA's R5 trains for the most part now display "Malvern" destination signs, although six weekday, two Saturday and virtually all Sunday trains still terminate at Paoli. Christopher Morley, who wrote "Oh nothing is so holy/As the local to Paoli" must be turning in his grave (Les Dean).....We note that the notorious "graffiti walls" west of Suburban Station and north of Market East have remained clean for more than a year, thanks to SEPTA's vigilance.....SEPTA will reissue its Regional Rail timetables on November 10, contemporaneous with AMTRAK.....After returning to service August 28, AEM-7 #2307 was sidelined almost immediately with another transformer failure.....An armed bandit robbed the ticket agent at North Hills station in Montgomery County on September 4, escaping with cash, tokens and passes.....New ALP-44 #2308 finally arrived September 28.



SEPTA's management downsizing has resulted in a reduction of 510 jobs, a 25.2-percent cut in the prior total of 2,015 "SAM" (supervisory, administrative and management) positions. All in all, 556 employees applied for early retirement and 83 for the \$8,000 departure "stipend," adding up to 639 wanting to leave, but 65 were refused permission. With just two actual layoffs the total of those leaving was 576, but some employees were "extended" for up to a year to keep certain positions filled. One of the least affected departments was the Railroad Division, which lost only 41 employees (17 percent), possibly because of a previous reorganization in 1995. A combined department entitled Safety & Security was established, with Cecil Bond as assistant general manager, taking in risk management, police and revenue

collection. As previously reported, the Suburban and Light Rail Divisions were combined under AGM Kim Heinle and Dan Lynch, who oversaw the RailWorks project, succeeded Fred Mlynarski as AGM Engineering & Construction. Joseph Casey is acting AGM for Budget & Planning, succeeding Hal Davidow. Deputy GM Howard Roberts said that the changes would have no impact "in terms of service on the street and operations are in very good hands--we will not miss a beat."

SEPTA's deficit after subsidies for Fiscal Year 1996 ended June 30 was \$9.3 million, just about as projected. But there was an operating surplus after subsidies for June of \$3.8 million, mainly due to lower-than-expected expenses.....SEPTA launched a major advertising campaign in late August designed to encourage more senior citizens to ride the system. The "Seniors Are Special" campaign should also increase SEPTA revenues, because even though 65-and-older persons ride the buses, trolleys and subway trains free during off-peak hours, SEPTA collects \$1.60 from the State for each trip, using Lottery funds. Some 120,000 seniors ride each day, about 13 percent of total SEPTA passengers, with SEPTA receiving some \$55 million from the Lottery last year.....SEPTA persuaded Action Film Star Jean-Claude Van Damme to do a free spot for transit, when he was in Philadelphia to shoot subway scenes for the movie "Maximum Risk" earlier this year.

In mid-September 11 new Ikarus-built buses were in revenue service out of Comly and Callowhill depots, and more were arriving from the Anniston (AL) assembly plant at the rate of three or four per week. But the \$102.8-million order for 400 buses is well behind schedule.....The giant Midvale bus garage in Germantown is now scheduled to open in December.....Did you see Neoplan #3446 dressed in a full-body paint scheme advertising the Cezanne exhibit (which closed last month)?.....SEPTA is considering an "automatic vehicle locator system" to allow the control center to determine the exact position of each of its buses and railcars. It has already been successfully tried in a few other cities.....That film documentary "Taken for a Ride" shown on PBS in August (see September Cinders), was shot partly in Philadelphia. Among those interviewed were Jack Boorse, retired City traffic engineer, and SEPTA Trolley Supervisor Bob Hughes, now also retired.....Chapter Member Ron DeGraw, who recently retired from his job as SEPTA's director of long-range planning, has been named to the Montgomery County Transportation Advisory Committee.



AMTRAK received half a loaf from House-Senate conferees last month, as they struggled to complete a transportation spending bill for FY 1997 before Congress adjourned. The total of \$845 million was \$221 million less than Amtrak had requested, but \$283 million more than the House had approved and just \$54 million less than the Senate version. The approved figures include \$200 million for operations, \$223 million for capital projects, \$142 for mandatory retirement and unemployment insurance payments and \$115 for Northeast

Corridor electrification work. It is not yet known if this funding level will force any further service reductions (Traffic World).....There are two other Amtrak-related bills floating around Capitol Hill: S1395 which would provide a half-cent for Amtrak capital from the Highway Trust Fund, and S1318, the long-delayed Amtrak re-authorization, the latter hung up on the issue of a liability cap for freight railroads. Neither will be acted upon as Congress rushes to adjourn for the elections.

General Electric last month shipped the first two of AMTRAK's new P42 diesel locomotives to CONRAIL's Juniata shop at Altoona for painting. The P42's, to be numbered 1-98, will be equipped with electronic fuel

PHILADELPHIA EXPRESS (Continued from Page 4)

Injection systems and all older P40's will be retrofitted with EFI (Lake Shore Chapter).....AMTRAK is testing a two-mile section of European-style constant-tension catenary between Princeton Junction and Trenton. This type of catenary will be installed on the newly-electrified line from New Haven to Boston (DVARP).....AMTRAK's new CTC center in New York will soon take control of Northeast Corridor interlockings between Colonia and New Brunswick, NJ. Earlier, the center took over from New Brunswick to Morrisville, as "Fair" tower in Trenton was closed (Jersey Central Chapter).....AMTRAK plans to operate its new RoadRailer mail-carrying vehicles on the rear of the New York-Philadelphia-Chicago Broadway Limited, set to resume operation in November.



In the wake of its failed bid for Southern Pacific's Chicago-Texas line, CONRAIL is reportedly one of several carriers interested in buying CANADIAN PACIFIC's line from Chicago to Kansas City. Included in the deal would be CP's so-called "Corn Lines" in Iowa and Minnesota (Traffic World).....CONRAIL has hired about 3,000 employees in the last five years but "probably lost more than 5,000," according to VP-Labor Relations Dennis Arouca (Inside Track).....A financial

analyst quoted in Kiplinger's Personal Finance Magazine for September says that CONRAIL is an "attractive asset" worth close to \$100 per share (it closed at 73-3/8 on September 24). The analyst praised Conrail for its cost-cutting, but said the railroad "is in the fifth inning of its restructuring phase, not the ninth".....The prestigious Philadelphia law firm of Morgan, Lewis & Bockius will move its home office into the Six Penn Center building in center city, vacant since CONRAIL moved to Two Commerce Square in 1993. The 18-story building, owned by the Rubin Organization, will be extensively remodeled.

CONRAIL moved Ross Rowland's steam locomotive #614 from the NEW HOPE & IVYLAND connection at Warminster to Hoboken, NJ on September 15, but the big 4-8-4 was hauled behind GP38-2 #8110. The route was via SEPTA to "Newtown Junction" in Philadelphia, thence Conrail and NJ TRANSIT. The 614 made a test run Hoboken-Port Jervis, NY on September 21 and will head six excursion runs to Port Jervis and return this month (Carl Perelman)..... CONRAIL has officially named its Baltimore-to-Bethlehem train BABE the "Star," reminiscent of the old Reading freight of that name.....CONRAIL is dickering with at least three prospective operators of its "Camden Cluster" branches in South Jersey.....CONRAIL's no-smoking policy now extends to the inside of any facility, including buildings, locomotives and vehicles.

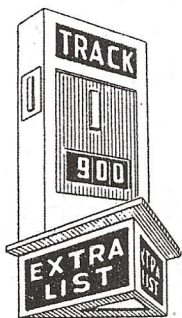
CONRAIL has equipped a 112-car train of coal gondolas with an electronically-controlled pneumatic brake system (ECP), which greatly improves braking as compared with conventional air brakes. ECP brakes are applied simultaneously through devices on each car, rather than from the locomotive back through the train, thus eliminating "run-in" as the rear cars catch up with the front cars. The ECP cars, painted with yellow ends for easy identification, and SD60M units 5521, 5522 and 5525, are assigned to coal service from southwestern Pennsylvania to the Peco generating station at Eddystone (Conrail Technical Society).....CONRAIL and NORFOLK SOUTHERN are testing 100-percent plastic crossties manufactured by U.S. Plastic Lumber Corp. The plastic ties have an expected life of 50 years versus the normal life of a wood tie of about 12 years (Railway Age).

An NJ TRANSIT bus driver was shot and wounded by a passenger in Cherry Hill on September 22, in an attempted robbery. None of the 13 passengers aboard the Route 413 bus was injured. Governor Whitman later visited the 51-year-old driver at Cooper Hospital, as police hunted the assailant.....Lionel Trains will produce an NJT model train set in time for Christmas (Jersey Central Chapter). On September 8 NJT introduced Midtown Direct service on weekends to New York's Penn Station.

CSX has taken delivery of the first three of 57 massive AC-drive locomotives, which at 6,000 rated horsepower are among the most powerful ever built in the U.S. Unit #602, named the Spirit of Maryland, was dedicated at the B&O Museum in Baltimore on September 13 (Traffic World, Mark Sublette).....Electro-Motive has announced plans to cut at least 20 percent of the current workforce of 1,339 at its LaGrange (IL) locomotive plant by 1998. EMD is near agreement with Siemens AG of Germany to merge the two companies' locomotive businesses (Fast Mail).....Pentrex announced last month that it will combine its four railroad magazines into two effective in January 1997. Passenger Train Journal will be merged into Pacific Rail News to form Rail News, and Locomotive & Railway Preservation will be folded into the new Vintage Rails.

A serious accident occurred on the READING, BLUE MOUNTAIN & NORTHERN early on September 24 near Hamburg, PA, when a set of light locomotives struck the 120-car train they were trying to retrieve. One employee reportedly was injured and newly-acquired U23B #2395 (see September Cinders) was heavily damaged.....Ex-Reading T-1 steam locomotive #2100, long in storage at Brewster, OH, has been moved to Coshocton, OH and may see service on the OHIO CENTRAL RAILROAD (Ties & Tracks).....NRHS-owned ex-Reading FP7 units #902 and 903 handled all runs of the BRANDYWINE SCENIC RAILWAY on September 7-8 out of Northbrook, PA and were scheduled for similar duty over the weekends of September 28-29 and October 5-6.....CP has resumed intermodal service to and from Oak Island terminal, Newark, NJ, on September 6 after a one-year hiatus. The trains operate via Allentown and are symbolled 265/266 (Jersey Central Chapter).

Member Janet Greenstein Potter, author of the book Great American Railroad Stations, has written an article entitled "Innovative Railroad Stations" in the fall issue of Vintage Rails. Of the stations pictured, the only local one is the Pennsy's 1942-vintage depot at Ridley Park.....The Friends of the New Jersey Railroad & Transportation Museum is recommending Phillipsburg as the site of the future state museum, but the Governor and Legislature must ultimately decide whether the project will go forward.....The United Railroad Historical Society will receive a Federal ISTE A grant of \$565,000 to rehabilitate ten ex-NJ TRANSIT coaches for excursion service. Several other rail preservation projects were also approved for funding (Friends of the Museum)..... CONRAIL's Juniata shop is cosmetically restoring ex-Pennsy E7 #5901 for the Railroad Museum of Pennsylvania. This is the last E7 in existence.....Chapter Member Bill Volkmer is credited with helping preserve the PRR's historic locomotive collection--now at Strasburg--when he was enginehouse foreman at Northumberland from 1964 to 1966. The story of this amazing preservation effort is told in the fall issue of Vintage Rails, written by Museum Director Robert Emerson and Volunteer Coordinator Kurt Bell.....Famed Railroad Artist Howard Fogg died October 1 at age 82.



OCTOBER 11-13, 1996: PRR Sesquicentennial Symposium at Historic Strasburg Inn, Strasburg, PA, sponsored by Pennsylvania Historical & Museum Commission. Presentations on PRR history by well-known writers and scholars Saturday and Sunday, plus Friday evening reception, Saturday lunch and dinner and Strasburg Rail Road train ride included in full package for \$150 per person. Saturday sessions only \$70 (with dinner \$110). For reservations, telephone Gloria Schleicher at Railroad Museum of Pennsylvania, 717-687-8628.

OCTOBER 12: "Diesel basics" class using FP7 locomotives at Pocopson, PA, 12 Noon to 3 PM, conducted by Project Coordinator Cindy Bowers. Free to Chapter members. For reservations, telephone Cindy Bowers at 717-436-6403.

OCTOBER 12-13: East Broad Top Railroad Fall Spectacular at Rockhill Furnace, PA. Narrow-gauge steam locomotives and trains, M-1 gas-electric car will operate both days, plus guided shop tours, night photo session, activities at Rockhill Trolley Museum. Special fares apply. A total of 33 trains will operate, with four steam locomotives and doodlebug. For information, telephone 814-447-3011.

OCTOBER 12, 13, 19, 20, 26, 27: Steam-powered excursions on NJ Transit from Hoboken, NJ to Port Jervis, NY and return, featuring ex-Chesapeake & Ohio 4-8-4 #614, sponsored by United Railroad Historical Society and New Jersey Railroad & Transportation Museum Commission. Trains leave Hoboken 9:30 AM, return 6 PM. Fares: \$59 adults, \$40 children (under 12), luxury parlor car \$200. Order tickets from: Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. Ticket hotline 908-236-7773. Visa and MasterCard orders accepted.

OCTOBER 19: "When the Trolleys Were the Way to Go" lecture by NRHS Member and Collector Joe Mannix and SEPTA Operator Richard Vible, sponsored by Atwater Kent Museum, 2 PM at Balch Museum, 18 South 7th Street, Philadelphia. Admission: \$8 (includes ticket at Atwater Kent Museum). For information, telephone 215-922-3031.

OCTOBER 19: Special Amtrak excursion from Harrisburg, Lancaster and Philadelphia to Manassas, VA and return, sponsored by Lancaster Chapter NRHS. Train leaves Lancaster 7 AM, Paoli 7:45, 30th Street Station 8:20 AM, returning to 30th Street 9:25 PM, Paoli 10:05, Lancaster 10:55. Four tour options will be offered during five-hour layover at Manassas, including bus trip to historic Civil War Battlefield sites. Fare: \$82 per person. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566. Visa, MasterCard and Discover cards are accepted (show card number and expiration date with order).

THROUGH OCTOBER 19: "Trains & Trolleys" exhibit at Atwater Kent Museum, 15 South 7th Street, Philadelphia, 10 AM-4 PM daily except Tuesdays. Admission: \$3 adults, \$1.50 children (3-12).

OCTOBER 25-27: Wellsboro Railroad Days at Wellsboro, PA, sponsored by Wellsboro Area Chamber of Commerce, will feature special excursions on Tioga Central Railroad. On Friday various historical presentations will be made, and on Saturday a vendors' sale and model railroad display will be held. Also on Saturday Tioga Central will operate four diesel-powered excursions from Wellsboro Junction to Hammond Lake or Lawrenceville, PA and return. On Sunday, the "Twin Tiers Special" will run to the Conrail connection near Corning, NY, a 62-mile round-trip, and another Hammond Lake turn will be made. Various fares apply. Send for complete brochure to: Tioga Central Railroad, RD #3, Box 419, Wellsboro, PA 16901 (telephone 717-724-0990).

OCTOBER 27: "Tricentennial Express" rare-mileage excursions from Upper Marlboro to Chalk Point, MD and return via Conrail's Popes Creek and Herbert secondary tracks, using MARC equipment, sponsored by Maryland-National Capital Park & Planning Commission. Trains leave Prince George's Equestrian Center, Upper Marlboro, at 10 AM and 1:30 PM. Fares: \$15 adults, \$10 children (4-12). Tickets available from Ticketmaster at 202-432-SEAT. For information, telephone the Commission Public Affairs Office at 301-699-2407.

NOVEMBER 2: Rail Fest 1996 at two-foot-gauge Haluwasa Shoreline Railroad, Camp Haluwasa, South Ehrke Road just off Route 30, Ancora, NJ. Hours: 10 AM-4 PM. Events include rides over Haluwasa Railroad, model railroad and railroadiana dealers, hand-pump car races. Donation: \$3 per person. For information, phone 609-561-3081.

NOVEMBER 9-10: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (12 and under). For information, telephone 410-795-7447.

NOVEMBER 10: PCC trolley tour over SEPTA Routes 23 and 56 trackage between Chestnut Hill, center city and Torresdale, sponsored by Buckingham Valley Trolley Association. Special car leaves Germantown depot, 6700 Germantown Avenue, at 10 AM, returns about 3 PM. Fare: \$25 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

NOVEMBER 16: Chalfont Boro P.B.A. Train Show & Sale (formerly Abington Train Show) at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM. Admission: \$3 adults, children under 12 free. For information, telephone Paul Myers at 215-345-5017.

NOVEMBER 17: Annual Train Show & Sale sponsored by Tri-State Chapter NRHS at 33 Baldwin Road, Parsippany, NJ (just off Route 46). In addition to railroadiana and books for sale, there will be Conrail and Amtrak displays and operating model railroad layouts. Hours: 9 AM-3 PM. Admission: \$4 adults, \$3 children and seniors, \$6 family. For information, write: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217 (telephone 201-488-5429).

NOVEMBER 21: Lecture on "Motive Power on the Allegheny Portage Railroad" by Historian John Weinhold at Farinon Center, Lafayette College, Easton, PA, starting at 8 PM. Admission free. For information, telephone Hugh Moore Historical Park & Museums at 610-559-6613.

NOVEMBER 24: PCC trolley tour over SEPTA's entire Route 23, leaving Germantown depot, 6700 Germantown Avenue, at 10 AM, sponsored by Wilmington Chapter NRHS. Fare: \$25 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899. For information on availability, telephone Steve Barry at 201-300-9246.

(Continued on Page 8)



[Editor's Note: During the week leading up to presstime, many different scenarios were emerging concerning Amtrak's intercity service. An additional \$22.5 million was included in a Congressional omnibus spending bill, plus \$60 million for Northeast Corridor capital improvements (in addition to funds in the transportation spending bill).

The \$22.5 million is for six months' continuation of services set to be discontinued, allowing states time to act on buying these services. The following trains will continue operating through May 1997: Trains 21-22, the Texas Eagle, trains 35-36, the Desert Wind, trains #25-26, the Pioneer, and the Boston-Albany section of the Lake Shore Limited. At the last minute the Gulf Coast Limited, trains 23-24, between New Orleans and Mobile, was also to continue operation.

The above action also means that the California Zephyr and Empire Builder will retain their four-days-per week frequency instead of going to the previously-announced daily operation. The Silver Palm service to Florida will begin November 10, as announced, with sleepers. The Three Rivers will be replaced by the Broadway Limited, operating through to Chicago, but only with coach service and limited food service and no sleeping car service. The City of New Orleans will remain a six-days-a-week operation.

This information is current as of Thursday, October 3, and has been revised several times in the past week, and we should point out that other adjustments may be possible, but the above seems concrete for now.]

A temporary preview of things to come occurred on several days in early September, when storm damage forced annulment of the Capitol Limited. The Three Rivers ran through to Chicago in its place, via Cleveland. On one day, two Viewliner sleepers were added; the other side of the train had coaches and food service only. The Crescent, Auto Train, Carolinian and the Florida trains were also affected by hurricane damage on September 9 and 10.

The proposed rotation of single-level intercity equipment will be divided into two cycles, each taking nine days to complete. Cycle one will find a set of equipment operating on trains 91-98-19-20-49-40 and Cycle 2 will see operations on trains 89-90-41-48-97-92. This means that the northbound Silver Meteor, upon arrival at New York, will turn to that day's Crescent, with the northbound Crescent turning to the Lake Shore Limited and the eastbound Lake Shore Limited turning to the Silver Meteor. In Chicago, meanwhile, the incoming Lake Shore will turn to the outbound Broadway Limited and the inbound Broadway will turn to the eastbound Lake Shore.

Assuming the proposed changes still take effect, intercity train times at 30th Street Station will be:

	<u>Silver Meteor</u>	<u>Crescent</u>	<u>Silver Star</u>	<u>Silver Palm</u>	<u>Broadway Limited</u>
NORTHBOUND:	8:03 AM	11:18 AM	2:08 PM	9:10 PM	3:55 PM (eastbound)
SOUTHBOUND:	8:36 PM	4:38 PM	1:47 PM	9:40 AM	3:10 PM (westbound)

The eastbound Lake Shore Limited is scheduled to arrive at New York's Penn Station at 1:29 PM and the westbound to Chicago will depart at 6:30 PM. Only 20 minutes will be allowed at Albany to change power.

On August 25, Amtrak changed the accommodations offered on certain Northeast Corridor trains. Train 78 had its food service discontinued on Fridays between Newport News and Richmond. Train 84 now has Custom Class coach Tuesday-Saturday, and offers Custom Class in a full club on Mondays. Train 86 offers Custom Class (not in a club) on Sunday, and Train 93 offers Custom Class Monday-Thursday and Saturday, with Train 99 carrying a Custom Class coach Friday (still with a club on Sunday). Trains 165 and 170 offer Custom Class in a half-club car.

On September 20, a special train was operated to celebrate the relaunch of the Adirondack. The rebuilt turbo conveyed invited guests from points south of Albany and a consist of four assigned coaches and all three lounges made stops at all stations between Albany and Montreal with local ceremonies at most points. The trip was arranged by Wes Coates, Empire product line manager and author of the history of Reading's electrification.

The new P42 Genesis locomotives are emerging from GE's Erie plant, with the first units being painted at Conrail's Juniata shop in Altoona. They have the same headlight arrangement as the dual-mode 700's. At the rear, the hostler's station and rear window are deleted and the striping is extended to the rear of the unit instead of dissolving into a mass of dots. Numbers are 1-98 and at least the first units will be based at New Orleans.

AEM-7 #905 has received the first NortheastDirect color scheme on a locomotive and a new headlight arrangement as well. The 931 and 932 were next in line at Wilmington shop and may emerge soon.

Superliner II coach 34135 and transition sleeper 39044 went west on September 6, leaving four coaches and two transition cars as Bombardier wraps up a stellar performance in completing the big, critical order.

Viewliner sleeper deliveries, meanwhile, were up to 62035 with one or two gaps due to production modifications. Completion of the order is expected in February 1997.

Numbers allocated to Amtrak's new RoadRailers are: RoadRailer Trailers AMTZ 410000 up; Coupler-Mates AMTK 5000-5499 and Intermediate Bogies AMTK 5500-5999. The first four units were delivered by Wabash Trailers in Lafayette, IN on September 5.

ON THE SCENE (Continued from Page 7)

Of seven surviving Heritage leg-rest coaches, four (4009, 4012, 4017, 4637) are assigned to the Piedmont as football season backup (last year, Clocker coaches were used). The 4005 and 4644 were on the Crescent in mid-September and 4606 was on the Lake Shore Limited.

Northeast Corridor schedules will be rather extensively changed on November 10. Metroliners will drop some stops at New Carrollton and add other stops at BWI Airport. There will be no change in total frequencies to Boston, although many times will change. Trains 85 and 86 will be extended to Springfield, relacing "cutoff" trains 473-474. A southbound Sunday morning train and a northbound Saturday afternoon trip are dropped between New Haven and Springfield. One weekend roundtrip (142 Saturday and 85 Sunday) will be discontinued between New York and Washington, and a Saturday morning train between Washington and New York will be operated on Sunday afternoon instead, when it is more needed. Train 75 and 96 between Washington and Newport News is discontinued.

Apart from schedule changes, other adjustments are expected in NEC schedules. From Boston, one train to Richmond on Saturday will be cut back to Washington, one Sunday round-trip to Washington will be added, with one corresponding round-trip to New York cut back. From Springfield, one Sunday trip to Washington will be dropped, with one daily trip operating to Richmond instead of Washington. From New York, one daily train to Richmond will be dropped, as will one Saturday train to Washington, and two weekday trains added to Harrisburg. There are, of course, compensating eastbound changes.

The new train to Rutland, VT, reportedly to be named the Ethan Allen, is scheduled to begin service in December. It will operate via the recently-upgraded Clarendon & Pittsford between Whitehall, NY and Rutland. North of Albany, stops will be made at Schenectady, Saratoga Springs, Fort Edward and Rutland. Proposed schedules will see the train leaving New York at 4:35 PM daily except Sunday, and at 7:30 PM on Sunday. Southbound, the train will depart Rutland at 7:30 AM daily except Sunday, and at 3:00 PM on Sunday. Running time is five hours.

Boston's MBTA has received the first production rebuilt Pullman-Standard coaches. The 25 rebuilt locomotives will be called GP40LH-2's.

Reading Company's last use of Pullman parlor cars occurred on September 27, 1941. The last three car lines were operated between Scranton and Philadelphia (on the Scranton Flyer) and between Jersey City and Harrisburg (on the Harrisburg Special and the Queen of the Valley). With the end of the Pullman cars, Reading transferred the parlor coach 699 from the New York line to the Scranton Flyer.

Three of the five cars (built in 1927 and air-conditioned in 1934-35) went to the New York Central and three to the Pere Marquette. Jersey Central continued to operate one of the parlors and the "buffet parlor club" cars Jersey Shore and Ocean Beach to Bay Head until late 1942, when they were discontinued by government order. These two cars wound up on the Chicago & Eastern Illinois.

EXTRA LIST (Continued from Page 6)

NOVEMBER 30-DECEMBER 1, 7, 8: Open house at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone John Walz at 215-357-3990.

DECEMBER 7: Steam-powered night photo train on Wilmington & Western Railroad using 4-4-0 #98, freight cars and combine, leaving Greenbank station, Marshallton, DE, at 6 PM. Night photo sessions will be directed by Steve Barry of Railfan & Railroad Magazine. Fare: \$35 per person (including soft drinks and snacks). To order, send check to: Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808. For information, telephone 302-892-2473.

DECEMBER 7-8: Ocean City Train Show at Music Pier, Boardwalk & Moorland Terrace, Ocean City, NJ, 10 AM-5 PM Saturday, 10 AM-4 PM Sunday. Admission: \$3 adults, \$1 children. For information, telephone City of Ocean City Public Relations at 609-525-9300.

DECEMBER 14-15: Open house at GATSMC Lines model railroad club, Prospect & Madison Avenues, Fort Washington, PA, 1-5 PM. Admission by donation. For information, telephone 215-646-2033.

DECEMBER 14-15: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, Virginia Avenue, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (12 and under). For information, telephone 410-795-7447.

THROUGH JANUARY 1997: "When the Whistle Broke into a Scream" exhibit on train wrecks and rail safety 1828-1918, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM-5 PM daily. Admission: \$6 adults, \$3 children. For information, telephone 410-752-2464.

CHAPTER OFFERS DISCOUNT ON RAILROAD STATIONS BOOK

Great American Railroad Stations, a 570-page softcover book on notable railroad stations which survive in the U.S., is offered to Philadelphia Chapter members at a special discount price. Written by Chapter Member Janet Greenstein Potter and published by Wiley as part of its "Great American Series," the profusely-illustrated book retails for \$29.95, plus tax.

The Chapter is making this excellent reference work available to members for \$24.00 per copy. If ordered by mail, please add an additional \$3.00 for postage and handling. The book will be for sale at the October 18 meeting as well. Mail orders should be addressed to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, allowing three weeks for delivery.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part III)

(Corrected to September 15, 1996)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
1601-1602	B-B	GP8	D/E	EMD	1950	Conrail 5401, 5405
1603	B-B	GP8	D/E	EMD	1953	Conrail 5400
2427	B-B	CF7	D/E	EMD	1951	Santa Fe 2427 (F7A 268L)
9153	Railcar	RDC-1	D/M	Budd	1962	Mass Bay Transportation Authority 9153(Note 1)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note 2)

Note 1: Owned by Bellefonte Historical Railroad

Note 2: Operated by Bellefonte Historical RR, on loan from Pennsylvania Historical & Museum Commission

<u>NORTH SHORE RAILROAD (NSHR), Northumberland, PA (Note)</u>						
364-365	B-B	SW8M	D/E	EMD	1950	Conrail 8668, 8669
366	B-B	SW8M	D/E	EMD	1951	Conrail 8679
446	B-B	SW9	D/E	EMD	1953	Conrail 8983

Note: Includes Shamokin Valley Railroad (SVRR)

<u>NORTHERN CENTRAL RAILWAY (NCR), New Freedom, PA</u>						
800	B-B	FPA4	D/E	MLW	1959	VIA Rail Canada 6780 (Note)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note)

Note: Leased from private individual

<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
2	B-B	Slug	D/E	Alco	1948	Richmond, Fredericksburg & Potomac S-2
5-6	B-B	SW1500	D/E	EMD	1967	RF&P 5, 6
12-19	B-B	Slug		BLW		P&B 307, 339, 306, 302, 336, 343, 340, 359
112	B-B	SW7	D/E	EMD	1950	Cambria & Indiana 45
113	B-B	SW9	D/E	EMD	1952	
115	B-B	SW9	D/E	EMD	1952	
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
122	B-B	SW7	D/E	EMD	1950	Cornwall 122
123	B-B	SW9	D/E	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D/E	EMD	1951	S&H 41
128	B-B	SW1200	D/E	EMD	1956	
132	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
140	B-B	VO1000	D/E	BLW	1942	U.S. Army 7461 (ex-P&B 358) (Note)
141	B-B	VO1000	D/E	BLW	1943	U.S. Army 7464 (ex-P&B 356) (Note)
144	B-B	DS44-1000	D/E	BLW	1947	Reading 28 (ex-P&B 360) (Note)
147	B-B	VO1000	D/E	BLW	1943	Pittsburgh & West Virginia 30 (ex-P&B 355) (Note)
201-202	B-B	SW1200	D/E	EMD	1956	Norfolk & Portsmouth Belt 107, 109
205	B-B	SW9	D/E	EMD	1951	
206	B-B	SW9	D/E	EMD	1952	
218	B-B	SW1500	D/E	EMD	1969	
904	B-B	SW9	D/E	EMD	1952	Conrail 8971
936	B-B	SW7	D/E	EMD	1950	Conrail 8873

Note: Rebuilt by EMD

<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
9	B-B	Slug				
10-11	B-B	Slug		BLW		Conemaugh & Black Lick 12, Reading 712
12	B-B	Slug		EMD		Patapsco & Back Rivers 120
13-14	B-B	Slug		EMD		
21	B-B	NW2	D/E	EMD	1941	
24-25	B-B	NW2	D/E	EMD	1946	
28	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 21
31	B-B	SW7	D/E	EMD	1950	
34	B-B	SW7	D/E	EMD	1950	
35	B-B	SW9	D/E	EMD	1951	
38	B-B	SW9	D/E	EMD	1952	
39	B-B	SW1200	D/E	EMD	1956	
41-42	B-B	SW1200	D/E	EMD	1957	
82	B-B	SW1200	D/E	EMD	1957	
90	B-B	SW1200	D/E	EMD	1957	
94	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 41
203	B-B	SW1200	D/E	EMD	1956	P&B 203
204	B-B	SW9	D/E	EMD	1951	P&B 204

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 9)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PINE CREEK RAILROAD, * Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-OT		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
45	B-B	50-ton	D/E	GE	1951	U.S. Steel
701	0-4-0	10-ton	D/M	Davenport	1950	Alcoa 701
7751	0-4-0	25-ton	D/E	GE	1942	U. S. Army 7751
<u>PORT JERSEY RAILROAD (PJR), Jersey City, NJ</u>						
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
<u>R. J. CORMAN RAILROAD - ALLENTOWN LINE (RJCN), Allentown, PA</u>						
1713	B-B	GP16	D/E	EMD	1952	CSX 1713
<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner Company 15
702	B-B	DS44-1000	D/E	BLW	1948	Reading 702 (Note 2)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
800	B-B	SW8	D/E	EMD	1951	Conrail 8698
801	B-B	SW8	D/E	EMD	1952	Conrail 8690
802	B-B	SW8M	D/E	EMD	1950	Conrail 8667
803	B-B	SW8M	D/E	EMD	1951	Conrail 8684
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220 (ex-Blue Mountain & Reading 413)
1032	B-B	NW2	D/E	EMD	1946	Port Jersey 1032
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
1501-1502	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C) (ex-Blue Mountain & Reading 600, 601)
1503-1504	B-B	CF7	D/E	EMD	1950	Nittany & Bald Eagle 2429, 2444
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102 (Note 3)
2392	B-B	U23B	D/E	GE	1973	CSX 3239
2395	B-B	U23B	D/E	GE	1974	Conrail 2780 (Note 4)
2397-2399	B-B	U23B	D/E	GE	1977	Conrail 2789, 2793, 2791
3300	B-B	U33B	D/E	GE	1968	Lackawanna Valley 903 (ex-RBMN 3303)
3640	B-B	GP35	D/E	EMD	1964	Conrail 3640 (Note 2)
5204	B-B	C424	D/E	Alco	1963	Green Bay & Western 322 (Note 2)
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
6300	C-C	U30C	D/E	GE	1967	Conrail 6840 (Note 2)
9152	Railcar	RDC-1	D/M	Budd	1962	Mass. Bay Transportation Auth. 9152 (Note 2)
9162	Railcar	RDC-1	D/M	Budd	1962	MBTA 9162 (Note 2)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
<u>Note 1: Locomotives also based at Hamburg, Leesport, Pittston, Shoemakersville, Temple, Tuckerton, PA</u>						
<u>Note 2: Owned by Reading Company Technical & Historical Society</u>						
<u>Note 3: At Steamtown, Scranton, PA for repairs</u>						
<u>Note 4: Painted in "Conrail Express" scheme</u>						
<u>SMS RAIL SERVICE (SLRS), Bridgeport, NJ (Note)</u>						
300	B-B	S12	D/E	BLH	1952	U. S. Navy 1842
554	C-C	AS616	D/E	BLH	1952	Trona 54
1293	B-B	DS44-1000	D/E	BLW	1947	New Hope & Ivyland 101
1494	B-B	DS44-1000	D/E	BLW	1949	NH&I 302
<u>Note: Locomotive also based at Fairless, PA</u>						
<u>SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), Philadelphia, PA (Note)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
60-61	B-B	RL1000**	D/E	RLI	1992	
2301-2307	B-B	AEM-7**	Elec	EMD	1987	
2308	B-B	ALP-44**	Elec	ADT	1996	
<u>Note: Locomotives also based at Frazer, PA</u>						

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 10)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, WV (Notes 1, 2)</u>						
82	B-B	BL2	D/E	EMD	1948	Western Maryland 7172
116	B-B	F7A	D/E	EMD	1948	CSX 116 (Note 3)
417	B-B	F7B	D/E	EMD	1950	CSX 117 (Note 4)
418	B-B	FP7A	D/E	EMD	1952	CSX 118 (Note 4)
6135	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6135
6240	B-B	GP9	D/E	EMD	1957	C&O 6240
6352	B-B	GP9R	D/E	EMD	1956	Norfolk & Western 2003
6447	B-B	GP9R	D/E	EMD	1956	N&W 2002
6506	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6506
6600	B-B	GP9	D/E	EMD	1955	B&O 6600
6604	B-B	GP9	D/E	EMD	1955	B&O 6604

- Note 1: Includes Potomac Eagle*
- Note 2: Locomotives also based at Romney, WV
- Note 3: Built as F3A
- Note 4: Leased from CSX Transportation

<u>SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ (Note 1)</u>						
D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B (Note 2)
56	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 46 (Note 2)
57	B-B	F3A	D/E	EMD	1948	BAR 44 (Note 2)
59	B-B	RS1	D/E	Alco	1948	Washington Terminal 59 (Note 4)
100	B-B	GP9	D/E	EMD	1956	Huron & Eastern 100
101	B-B	GP9	D/E	EMD	1959	Chicago & North Western 4562
102	B-B	GP10	D/E	EMD	1957	Conrail 7550
414	B-B	C420	D/E	Alco	1964	Lehigh Valley 414
727-728	B-B	F7A	D/E	EMD	1953	Bessemer & Lake Erie 727, 728
1548	B-B	RS3M	D/E	Alco	1953	Conrail 9937 (Note 4)

- Note 1: Locomotives also based at Salem, NJ
- Note 2: Owned by Anthracite Railroads Historical Society
- Note 3: Owned by Tri-State Railway Historical Society
- Note 4: Owned by private individual

<u>STEAMTOWN NATIONAL HISTORIC SITE, * Scranton, PA</u>						
26	0-6-0		Steam	BLW	1926	Jackson Iron & Steel 3
500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
514	B-B	GP9	D/E	EMD	1958	N&W 2514
2317	4-6-2	G3c	Steam	Montreal	1923	Canadian Pacific 2317
3254	2-8-2		Steam	Canadian	1917	Canadian National 3254
4061	B-B	F7A	D/E	EMD	1951	Kansas City Southern 4061

<u>STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA</u>						
11	B-B	Stug		EMD		Bethlehem Steel 11 (Note 1)
70	B-B	SW9	D/E	EMD	1952	Conemaugh & Black Lick 119
71	B-B	SW7	D/E	EMD	1950	C&BL 117
73-75	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 38, 39, 42
77	B-B	SW1200	D/E	EMD	1957	Philadelphia, Bethlehem & New England 40
78	B-B	SW1200	D/E	EMD	1956	C&I 40
79	B-B	SW1200	D/E	EMD	1957	C&I 44
93	B-B	SW9	D/E	EMD	1952	PB&NE 93 (Note 2)

- Note 1: Rebuilt from SW1
- Note 2: Leased from Philadelphia, Bethlehem & New England

<u>STEWARTSTOWN RAILROAD (STRT), Stewartstown, PA</u>						
9	0-4-0	35-ton	G/M	Plymouth	1943	South Carolina State Ports 9
10	B-B	44-ton	D/E	GE	1946	Coudersport & Port Allegany D-1

<u>STOURBRIDGE RAILROAD (SBRR), Honesdale, PA</u>						
54	B-B	BL2	D/E	EMD	1949	Bangor & Aroostook 54 (Note)
430	B-B	SW7	D/E	EMD	1950	Shamokin Valley 86

- Note: Owned by Wayne County Chamber of Commerce

ABBREVIATIONS

D/E - Diesel-electric
 G/E - Gas-electric
 D/M - Diesel-mechanical
 G/M - Gas-mechanical

ADT - ADtranz
 Alco - American Locomotive Company/Alco Products, Inc.
 BLH - Baldwin-Lima-Hamilton Corp.
 BLW - Baldwin Locomotive Works
 CLC - Canadian Locomotive Company
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 GMD - General Motors Diesel, Ltd. (Canada)
 MLW - Montreal Locomotive Works
 RLI - Republic Locomotive, Inc.

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